





To-day's  
Advertisements.

## VICTORIA REGATTA.

TUESDAY, the 19th and WEDNESDAY,  
the 20th December.

CAPTAIN AMESBURY having kindly lent the Victoria Recreation Club the American Barque, *Adolph Obry* as Flagship, the Committee request the pleasure of the Company of the LADIES of Hongkong on Board on the occasion of the ANNUAL REGATTA.

Through the courtesy of the Chief Manager of the DOCK COMPANY, the *Fame* will convey passengers to the Flagship each day, leaving the NEW PRIDDER WHARF at 12.30 p.m. and 1 p.m., and returning 10 minutes after the last Race.

The Ladies' Prize will be presented on board the Flagship by Miss POWELL on TUESDAY.

Admission to the Flagship, 5s each day. A Portion of the Flagship will be reserved for Ladies and their Friends.

TICKETS of Admission may be obtained from the STEWARD, Victoria Recreation Club, or on Board.

By kind permission of Lieut.-Colonel RETALLICK and the Officers, the BAND of the Hongkong Regiment will perform each day.

W. MACHELL,  
Hon. Secretary.

VICTORIA RECREATION CLUB.  
Hongkong, 15th December, 1899. [1559a]

## NOTICE.

PURSUANT to Section 23 of Ordinance No. 3 of 1871, the Undersigned AUGUSTO JOSE MARIA GOMES whose place of Residence and Service for the last preceding 12 months have been at No. 70, Queen's Road Central, Victoria, in the Colony of Hongkong, and who was lately under Articles of Clerkship to Mr. CHARLES DAVID WILKINSON of No. 70, Queen's Road Central, Victoria, aforesaid Solicitor, hereby give Notice that it is my intention to apply on the 12th day of January, 1900 for an Examination, Admission and Enrolment as an ATTORNEY and PROCTOR of the Supreme Court of Hongkong.

Dated this 12th day of December, 1899.  
A. J. M. GOMES.  
[1557a]

GERMAN CHURCH AND SCHOOL SOCIETY.

THE SCHOOL of the above Society will be OPENED on MONDAY, the 8th January, 1900, at the Hall of the UNION CHURCH and will be under the Personal Superintendence of Pastor and Mrs. KRIEGER. As the number of Pupils to be admitted is limited, there are only a few Vacancies and Parents desirous, that their children should join are requested to apply to the Undersigned for all Particulars.

PAUL BREWITT,  
Hon. Secretary,  
Zetland Street, No. 2.  
Hongkong, 15th December, 1899. [1560a]

JUBILEE LODGE  
OF INSTRUCTION.

THE REGULAR MEETING of the above Lodge will be held in the EVENING of 8th JANUARY, 1900. When a short Address will be given by Bro. W. D. C. ANDERSON, P.D.G.S.W.P.H., "What Freemasonry Means." Visiting Brethren M.M. are cordially invited to attend.

Hongkong, 15th December, 1899. [1558a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN,"  
Captain Hodgins, will be despatched for the above Ports, TO-MORROW, the 16th instant, at Noon.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.

Hongkong, 15th December, 1899. [1554a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAILONG,"  
Captain Robson, will be despatched for the above Ports, on SUNDAY, the 17th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.

Hongkong, 15th December, 1899. [1555a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"DIAMANTE,"  
Captain R. W. Almond, will be despatched for the above Port, on MONDAY, the 18th instant, at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 15th December, 1899. [1556a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship

"SUNGKIANG,"  
Captain Moore, will be despatched as above on MONDAY, the 18th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th December, 1899. [1537a]

HONGKONG AND MANILA REGULAR LINE OF STEAMERS.

FOR MANILA.

THE Steamship

"LEGASPI,"  
Captain A. Yribar, will be despatched as above on WEDNESDAY, the 20th instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light, and the First class Saloon and State rooms are situated amidship.

For Freight or Passage, apply to LIZARRAGA, HERMANOS, Agents.

No. 6, Beaconsfield Arcade.  
Hongkong, 15th December, 1899. [1561a]

To-day's  
Advertisements.

## HONGKONG RIFLE ASSOCIATION.

THERE will be NO COMPETITION TO-MORROW, the 16th instant, the Range having been lent to "B" Co., HONGKONG VOLUNTEER CORPS.

MONDAY, 15th DECEMBER, 1899.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BOMBAY,"

FROM ANTWERP, LONDON, PORT SAID, SUEZ, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—  
From Italy, *ex S.S. Thetis*.  
From Madras, *ex S.S. Lodianna*.

Optional goods will be landed here unless instructions are given to the contrary before 10 A.M. TO-MORROW.

Goods not cleared by the 21st instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,  
Superintendent.  
Hongkong, 15th December, 1899. [1553a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

"VINDOBONA,"

having arrived Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the Undersigned before Noon on the 22nd instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 15th December, 1899. [1552a]

## Antimation.

A. S. WATSON & Co., LIMITED.

AS USUAL AT THIS SEASON OF

THE YEAR WE ARE

OFFERING

FOR SALE AN UNIQUE

SELECTION OF THE PUREST

AND BEST

CONFECTIONERY.

FROM THE

SIMPLEST QUALITY

TO THAT OF THE MOST RECHERCHE

DESCRIPTION.

IMPORTED FROM THE LEADING

LONDON AND PARISIAN

HOUSES.

A. S. WATSON & Co., LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, FRIDAY, DECEMBER 15, 1899.

NOTES AND COMMENTS.

The War News of the last two days, London dates of the 12th and 13th December is not very comforting. The Stormberg defeat looks uglier than ever. General Gatacre now admits that there was no fault in his guides, that he was not as was in the first instance alleged in his favour, willfully led into a trap. It was his only apparent justification, and now, on his own confession, he alone is to blame. We hope to hear at an early date that he has been removed from his command. The Boers claim to have captured six hundred and seventy-two prisoners and three guns, and, if the information contained in our evening contemporary's special telegram is correct, the greatest confusion prevailed on the retreat and our own artillery was responsible for the wounding of some of our own men. Gatacre had only, apparently, a brigade with him, and no supports behind him. Where is the rest of his division and why was he pushed forward, or why did he push forward, so far beyond the proper point for the concentration of his division.

General Lord Methuen has been beaten and apparently badly beaten. He would appear, from the first Reuter of the 13th to have attacked the Boers at Spytfontein with the Highland brigade only, to have utterly

failed in his attempt, as was only reasonable if he assayed with only one brigade to turn 12,000 Boers out of a position, so naturally strong and so carefully entrenched as Spytfontein is reported to have been. The attack was made at dawn on Monday last and appears to have continued during the day, the troops holding their own in front of Boer position until dark. Then during the night, apparently, they entrenched themselves but the third telegram issued yesterday shows that on Tuesday morning they were driven out of their trenches by an overwhelming force of the enemy and were compelled to retire on Modder River. We can understand that the pressure on Kimberley was so great and the urgency of the movement for its relief so clear that General Lord Methuen was bound to run some risks, but to attack 12,000 Boers in a strongly fortified position with a brigade (3,000 men), even of the very best soldiers in the world, would only be to court defeat. We may well ask here, where is the rest of Lord Methuen's division. He cannot have left more than a brigade behind him on the Modder.

At Ladysmith, at Kimberley and at Mafeking we are doing very creditably indeed. Colonel Baden-Powell seems to be having a very good time and is undoubtedly making a splendid defence.

There was a report in town this morning early, emanating from the Hongkong Bank officials, that yesterday evening, it was reported in London, that Ladysmith had been relieved. If the relief has been effected, it may have been either that the Boers have retired from Natal or that at least from all portions of it south of Ladysmith, afraid of being caught and crushed between the forces under Buller and the troops in Ladysmith, or because Buller has outflanked them and rendered their position at Colenso unsafe.

We are much obliged to FAIR PLAY for his second letter. We are sorry that we cannot on all points agree with him, but we are not going to discuss or argue out with him the multitudinous questions his letter raises. No two persons will ever take precisely the same view of any series of events. No two persons ever think alike, even on much simpler matters than those which are now concentrating the attention of the public on South Africa. We still adhere to our opinion that there should be in the Army, as in the Navy, a public trial when whether through his own fault or by misfortune, a responsible officer suffers defeat or incurs a heavy loss in men or material.

We still, with all respect for FAIR PLAY's opinion on the subject, say that the British army suffered in prestige generally by the mistake at Ladysmith and suffered especially where it was most important to keep up that prestige, and that was among the Dutch and native inhabitants of South Africa. Our enemies were encouraged to greater efforts; our friends were discouraged; the wavering were made more unsteady; the belief in the efficiency of the British army as a first class fighting machine was in a measure, and for the time very considerably weakened, and that statement remains equally correct although subsequent events may have done something towards redeeming the character of our army. We would only add that no reflections on the operations of an armed force confined, as were our observations, to a criticism of the officers in command, reflects or is intended to reflect in any way on the soldier. The British soldier has often in the past and will as often in the future fight and win, in spite of the blunders of his leaders but that does not make the blunders less blunders than they would otherwise have been, nor prevent their being criticised and condemned. Risks must be run in all warfare whether afloat or ashore. The man who for an adequate cause runs a risk and succeeds will always, and rightly so, get the full merit of his success. The man who runs a risk and fails will always, so long as the world remains as it is, have to take the consequences. The man who violates recognised rules of conduct in any walk of life must be content to be judged and will always be judged by the results of his actions.

We gave in our columns yesterday a brief account of a daring outrage, perpetrated by some of the desperados who are at present infesting the waters and ports in our immediate vicinity. This outrage appears to have been very carefully planned and carried out in just as cool and deliberate a manner as was that of the *Nannu* seven years ago. The *Nannu* was one of the Douglas steamship Company's Hongkong and Poochow liners, and on one of her voyages, about 40 armed pirates went on board as passengers, overpowered the crew, shot the Captain, one European Saloon passenger—two or three Malay Quartermasters, looted the steamer and escaped to junk that were waiting for them under the lee of an island not 80 miles from Hongkong.

We have been informed with reference to this later outrage that the Chinese owners of the *Pei On* are quite unaware as to who were the charterers of their launch. Now, we submit that this affair calls for the most diligent investigation by the British authorities, and in due course there should be a most complete exposure of the whole business in order that those who 'go down to the sea in ships,' and into whose hands there are daily entrusted the lives of hundreds of passengers, to say nothing of valuable cargoes, may know exactly how this outrage was carried out, who is to blame for the success which attended the daring venture, what vessels were pirated by the ruffians who took possession of the launch *Pei On* and who, if any, were either killed, wounded, or kidnapped on the vessels 'held up' by the *Pei On* pirates?

We decline to accept as gospel the bald statement that the owners of the *Pei On* did not know who the charterers were. Chinese as a rule do not conduct their business in such a slipshod manner. Unless we are very greatly mistaken it is the custom in such cases to require tangible security to be given by strangers before they are allowed to take over charge of a launch and

remove her from, or move her about, in the waters of this colony. There are cases on record where for some reason, other strangers from the mainland who have required the use of a launch for a day or two, have been obliged to obtain security for the good conduct of the charterers, and the return of the vessel in due course, from some shopkeepers, or some well-known Chinese wholesale or retail traders, established in business in this colony.

If on the present occasion, the owners neglected—in face of the well known lawlessness prevalent in the upper and lower waters of the Canton Delta—to take the usual precaution to prevent their vessel falling into the hands of pirates, and if on account of this outrage the Authorities were to put launch owners to the trouble of registering all charters and obtaining 'clearances' at the Harbour Office, they have only to thank the owners of the *Pei On* for the extra trouble and expense thereby incurred.

It is well nigh shocking to realize that it is possible—after all the terrible experience of the past few years—for steam vessels to be not only boarded in the Colony by armed ruffians—as was the case in respect of the never-to-be-forgotten *Nannu* piracy—but even chartered by pirates and taken out on the high seas for the sole purpose of pirating trading vessels.

It is, we should say, small comfort to most of us to learn that only Chinese craft were pirated by the ruffians in charge of the *Pei On*. It goes without saying that they would have looted any foreign vessel they chanced to meet if they thought, or knew, the risk of defeat and capture was infinitesimal. And it does not yet seem to be certain that foreigners have not suffered at the hands of these daring marauders. The Chinese trading, or with Hongkong, are entitled to the same consideration as foreigners, and very effective steps should be taken to afford them protection against a repetition of the *Pei On* outrage.

The meagre details to hand show that the pirates caused the engineer of the *Pei On*, to continue the performance of his duties in the engine-room department, and yet we are told that in respect of one of the vessels looted "there were indications that the launch had gone alongside another launch and had transferred from her a portion of her cargo." Now, it is well known that in nine launches out of ten the engineer can easily see what is going on around his vessel, and it is reasonable to assume that the engineer of the *Pei On* knows very well whether a launch was "held up" and also probably the name of the pirated launch and the port whence she sailed from and her destination.

We are also told that after the loot had been transferred to boats near the Boca Tigris "the passengers below hearing nothing to alarm them forced their way up from below and found the pirates had left the launch." What was the engineer doing if he failed to inform the imprisoned passengers the moment the pirates had got a safe distance from the *Pei On*? It would have been a simple matter for him to have set them free. Then, why was there any necessity for "getting up steam"? Surely there was steam enough in the boilers when the pirates left to move the launch at fair speed.

In conclusion allow us to urge the masters, officers and engineers of coasting steamers to see to it that they are as fully prepared to suppress an attack as they were for a few weeks, possibly a few months after the terrible *Nannu* piracy. Chinese New Year is now close upon us and scores and hundreds of Chinese, as is their wont at this season of the year, are now making for their homes with their valuables and savings. It is therefore clear that at the present—in view of the undoubted presence of desperate characters in our midst, and large numbers of them killing and looting in the waters of the Delta—it is time that the utmost vigilance should be exercised.

There is reason to fear that a few years of immunity from attack has lulled a good many into a sense of security which is not justified by circumstances and facts. At one time steamers were inspected by detectives before leaving Hongkong. How many vessels nowadays adopt that simple precaution? It may not be a perfect precaution, but it is better than none at all.

## TELEGRAMS.

MORE CHINESE DUPLICITY.  
(FROM OUR SPECIAL CORRESPONDENT.)  
TIENTSIN, December 15th.

The Chinese have again broken faith. Concessions have been granted to a Belgian Syndicate for the railway from Lukachow to Peking. I am afraid Russia scores in this.

Received 2.00 p.m.  
Published 5.30 p.m.

## REUTER'S TELEGRAMS.

THE WAR.

Attack by the Kimberley Relief Force Repulsed.

LONDON, December 15th.

General Methuen wires that the Highland Brigade attacked the enemy's position at dawn on Monday. The attack failed owing to the stubborn resistance of the enemy and the heavy fire, but the troops held their own in front of the enemy's entrenchments until dusk. General Methuen is now entrenching. The Boer force is estimated to have been 12,000 strong. The British loss was great and included General Wauchope killed. Two hundred and ninety-three of the wounded have arrived at the Orange River Station.

Mafeking.

News from Mafeking dated 4th instant state that shelling continues with increased effect and no serious damage has been done.

Hongkong Volunteer Gazette.

The War—Natal.

General Burton's brigade has occupied a strong position three miles South of Colenso.

The Boers have evacuated Gaborone.

## Cape Colony.—The Stormberg Reverse.

General Gatacre exonerates the guide who was a local policeman. The missing Northumberlands amount to 306 including Major Sturges. General Gatacre has fallen back on Skeritroom.

Reinforcements.

The Government has requisitioned the *Gascon* to convey 1,600 troops to the Cape on Saturday and the *Gaika* takes 1,600 on Friday.

Transport Ashore.

The transport *Denton Grange* is ashore at Las Palmas.

The War.

Kimberley Relief Column.

General Methuen in a despatch dated Tuesday states that on the morning of that day the Boers occupied trenches in great strength whereupon he retired in perfect order on the Modder River.

WEATHER REPORT.

The Observatory report says—  
On the 15th at 11.55 a.m. the barometer has risen on the China coast, particularly in the North. Pressure is highest, apparently, between the E. coast of China and W. Japan. Gradients moderate, with strong monsoon in the Formosa Channel and N. part of the China Sea. Forecast—Fresh to strong N.E. winds; cloudy, some drizzling rain or mist.

LOCAL AND GENERAL.

REGATTA HOLIDAYS.

The Money order office will be closed on the 19th and 20th instant at noon.

ATTENTION is directed to the closing of the money order office on the 19th and 20th instant at noon those days being Regatta days.

TO-MORROW afternoon on the Happy Valley, in the first round for the Hongkong Football Challenge Shield "A" Company, R. W. F., will play 3B Company, R.A. Kick-off at four o'clock.

MONY ORDERS BY FRENCH MAIL.

In consequence of the departures of the French mails having been altered to noon on Mondays instead of on Saturdays, the money order office will not be opened for the sale of Money orders on those days until Noon.

THERE will be a football match on Saturday, the 16th inst., between the Engineers and the 25th Co., S. D. R. A. Kick-off at 4 p.m. prompt. The following will play for the Engineers—Goni, Moore, Backs, Dyer and Henderson; Half-backs, Ritchie, Wilson and Tuohy; Forwards, Duncan, McKenzie, Smilie, Galt, and Henderson.

LEGISLATIVE COUNCIL.

We give below the remainder of the proceedings of the Legislative Council, which through want of time and space we were obliged to hold last night.

The papers concerning the Hongkong Volunteer's services, rendered during the occupation of the New Territory, were placed on the table by the Hon. the Colonial Secretary.

The Hon. T. H. Whitehead, pursuant to notice asked the following question—

With reference to Government Notifications Nos. 653 and 654 of 25th instant, will the Honourable the Colonial Secretary inform the Council whether the Sanitary Board in future is to be constituted in accordance with The Public Health Ordinance No. 24 of 1887, sections 4 and 5, and if the nominated members are as formerly to be unofficial members of the civil community?

The Hon. the Colonial Secretary answered. The Sanitary Board will be constituted under the provisions of Ordinances 24 of 1887 and 9 of 1895. The Governor has nominated in addition to Mr. Osborne, Major Brown, R.A.M.C., Messrs. Fung, Wa Chuen, Chan A. Fook, and the Medical Officer of Health.

THE DANGEROUS GOODS ORDINANCE.

The Hon. the Attorney General moved the second reading of this Bill.

The Hon. the Colonial Secretary said before proceeding with this Bill he would like to draw the attention of the Council to the fact that a letter had been received from the Chamber of Commerce stating that great objection was raised by certain people in the Colony, against one clause of the Bill. He wished therefore to propose that the second reading of the Bill be postponed until this clause had received further consideration. The Hon. the Attorney General not raising any objection the second reading was postponed.

THE NEW TERRITORIES LAND COURT ORDINANCE.

In moving that this Bill be referred to the Standing Law Committee the Hon. T. H. Whitehead said that a number of amendments and suggestions had reached him a few minutes before the Bill was introduced, and he thought it would be better to refer it to the Standing Law Committee.

Dr. Ho Kai, in moving that it was a very important Bill, and that he thought time would be saved by acting on the Hon. members proposition.

He said the Governor said the Bill was very important, and that he quite agreed that it was desirable that it should be considered by the Standing Law Committee and that they should report on it as soon as possible—if possible before the next meeting of the Council.

Mr. Whitehead said he would lay the amendments before the Committee without delay.

The Colonial Secretary drew attention to the absence of Mr. Keswick, who is a member of the Committee.

The Act. Attorney General asked when Mr. Keswick would return.

Mr. Whitehead—I understand next week.

H. E. the Governor asked if it was necessary to wait for Mr. Keswick as he was not a legal man.

The Act. Attorney General said that the Bill would have to be read through in Committee of Council unless all the members of the Standing Law Committee were present. The Bill was a very short one and so it did not make much difference.

H. E. the Governor said in his opinion it did not much matter, and he thought the lawyers should get it at it once instead of waiting for Mr. Keswick.

The Bill was referred to the Standing Law Committee.

MERCHANT SHIPPING ORDINANCE.



## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by correspondents in this column.)

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

DEAR SIR,--Pardon me for again troubling you over your leaders' report of the South African Reverses. You made reference to the North-West Frontier expedition of 1897. Can you tell me what happened to the officers who blundered? Where is the Colonel of the Northampton? Where is General Jeffreys? Where are the others who blundered? In the honour list there were several names conspicuous by their absence; men who were supposed to be at the head of affairs. The inquiry may not have been public, but I think the public know pretty well what happened to them. I rather doubt if there was a court-martial on board one of the men-of-war here, and I presented myself on board to listen, whether they'd admit me. As far as I know, they let just as much go to the papers as they think fit.

Another thing you mention, which I should like you to explain. Why does a ship take a pilot, if he is not to be made responsible to a certain extent, for any accidents that may happen? Of course, the responsibility is not entirely taken off the Captain's shoulders; but at the same time, if he is to be held entirely responsible, why take a pilot? In the Admiralty Court I think there have been several instances where the Captain has been exonerated for the loss of his ship, when the pilot was on board.

You say that Gen. White has lowered the prestige of the British Army. I fail to see it in that light. I think the men have, if anything, enhanced the prestige by their gallant fight for seven hours against overwhelming odds, until their ammunition was expended. If Gen. White's movement had been a success, what then? Why, we should have heard him landed up in the sky, as a magnificent general, his cry being, "I have no reason why my movement should not have succeeded, if the rules had not stipulated, nor do several military men I have talked to. Taking risky operations, how about Dewey's dash into Manila Bay? Could any thing have been more risky? Suppose he had failed and lost several ships. Instead of being compared to Nelson rather an invidious comparison, he would have been classed with the unfortunate D'Bying as an incompetent officer.

We know nothing about Gen. Gatacre's disaster, so I think it is most unfair to criticise him or his actions. Who does a General rely on for his information, but his Intelligence Officers? Don't you think they are as much to blame as the General when inaccurate information is brought in? It is their duty, and they are specially trained to gain accurate knowledge of the enemy and the country to be gone through.

I hardly see the comparison between a Captain of a ship and a general officer in the field. On a ship they have every conceivable instrument to determine their position, whilst a General in a strange country has only ordnance maps, scouts and intelligence officers to rely on. If their fall him, what can he do? Trusting that I have not trespassed too much.

I am,

Yours, etc.,

Hongkong, December 15th, 1899.

## CANTON NOTES.

(From the Tsun Wan Yat Po.)

**LAWLESSNESS AROUND CANTON.**

The lawlessness around Canton has increased so rapidly lately and the robberies and piracy daily are in such great numbers that the *Tsun Wan Yat Po* gives a categorized list. Eighteen houses were recently robbed in the village in the Samsi district by a band of robbers. Go in number. The villagers fearing that the robbers would shortly pay them a visit, as all the surrounding villages had suffered, hid all their best clothes and treasure and so when the robbers came, the villagers did not lose much.

About the same time and in the same district, another robbery was committed, in which the occupants of four houses suffered.

## PERSONAL VIOLENCE.

The miscreants have been so fortunate in escaping justice that they now commit their depredations in broad daylight in the public thoroughfares. A well dressed gentleman was walking along Sun Ki Street, Canton, when he was set upon by a party of robbers who after taking away all his clothes left him naked in the public latrine. He was found there by the scavenger who went and told the gentleman's servants to bring their master some fresh clothes.

Another man was going up Sar Kce, opposite the Shamen, wearing good clothes and carrying a bundle in his hand, he was set upon by the bundle was stolen and he was stripped down to his waist before he was allowed to proceed on his way.

## DR. KITAZATO ON THE BUBONIC PLAGUE.

The *Chuo* gives the following observations of Dr. Kitazato, one of the greatest authorities on infectious diseases in Japan, on the pest, which has made its appearance at Kobe.

**PATHOLOGY OF THE PLAGUE.**

The bubonic plague is the most dreaded of all contagious diseases, and is the work of a particular kind of pest bacilli, to which exposure in strong sun light is fatal, but which is endowed with the power of propagating itself in a weak light or in the dark, with a rapidity so marvellous that it is absolutely beyond imagination; and the extinction of which, once it takes firm ground, sometimes exceeds all human power. Roughly classified, there are two kinds of the pest bacilli, namely: 1. Those that enter the human body through cuts and wounds at limb extremities, and by travelling up the lymphatic veins, colonize with dreadful results at the joints and in the region of the groin; and 2. Those that gain admittance by the respiratory organs and which attack the lungs, and the surrounding parts. The bacilli of the latter species, like those of tuberculosis, find their way out in breathing and spitting and are the most dangerous on account of their greater contagious power.

**HOW THEY PROPAGATE.**

The infection is not necessarily confined to cases where the victim comes in contact with a pest patient. The bacilli may easily travel from place to place, for instance, in a piece of rag, a breath of air, or a sneeze, and thus find their way into the human body. The same thing may be said of other contagious diseases, but none is so virulent in its power of attack as the pest bacilli, and stay craps of paper from a patient's house and even the damp air round about it are constantly carrying out the germs.

For instance, in the present outbreak at Kobe, the first victim was an employee of a dealer in grain, and the second and third were handlers of imported cotton. From these circumstances, it may be presumed that the disease germ came to Kobe concealed in those articles recently imported from Newchang, China.

He has the above, there is another object which gives here makes itself a powerful medium for the propagation of the disease, namely the rats; and it is almost always the case that, in a pest-stricken house two or three dead rats, victims of the plague, are to be found. The pest is infectious not only in the case of human beings, but most especially in most extremely especially to the rat. A rat with a rat, for example, if a piece of flesh from the thigh of a pest victim be applied to the tip of a rat's tail, the animal will almost immediately drop dead; so violent being the power of attack which the bacilli possess in the case of the rodent. On the occasion of the outbreak of the disease in the case of some years ago, and before the general public had come to realize its dreadful character, carcasses of dead rats were to be found in large numbers on the streets and roadside of the place. On examination, these dead rats were discovered to be literally filled with the plague bacilli; and stewers were once taken to enforce preventive measures against rats in general. But being extremely shy animals, it was practically impossible to devise any effective means for putting them under control, and the propagation of the disease from this source became utterly irrepressible. Furthermore, being carnivorous in their habits, rats eat up their comrades, the victims of the plague, thus spreading the infection throughout all-dwell. The consequence was that anything and everything bitten by rats or soiled by their excretions became the means of conveying the disease to the human body. The only efficient method of disinfection will thus be, as it was then, to burn down the plague stricken house with all its contents.

Again, however infinitesimally small the wounds or cuts on the hand and feet be, when attacked they will at once become the avenue of entrance into our body for the germs, and in consequence, the propagation is generally very rapid among the lower classes of the Chinese, Indians and Japanese who are wont to go about barefooted.

**PERIOD OF GERMINATION.**

After their entrance into the human body, it generally takes the bacilli four or five days and sometimes even ten days, before they become active, while cases are on record in which germination took place in only 14 hours. It is again, generally between the beginning of autumn and the beginning of summer that the bacilli hatch and thrive so to say, the mid-summer rarely seeing any victim of them, while the approach of cool weather always quickens them into their mortal activity. The pest bacilli can indeed live in the frigidity of four or five degrees Centigrade.

In Oporto the rate of mortality from the plague is at present five deaths to every ten patients; but the average for a number of years shows to be eight to nine deaths. Should the pest gain its entrance into the interior of this country, Japan may see a repetition of the shocking scenes witnessed at Bombay and Hongkong when the plague prevailed in those places.

Dr. Kitazato next dilates on the sense of humiliation which will overtake Japan and especially the specialists like himself in the event of the machinery of prevention now set in motion failing in its work and allowing the plague to gain its upper hand as above described; and he urges that the Government should adopt at this juncture determined measures, irrespective of expenditure, for the crushing out of the dread scourge.

Continuing, he says that, on his arrival at Kobe, he will enforce an exhaustive health examination of the inhabitants of the affected locality and that if need be, he will have crematory measures carried out in the infected houses. Last night (13th) he received a report of another case, the patient being this time a railway official. How the latter contracted the disease, he does not know, but the danger, he concludes, has become sufficiently alarming when it comes to pass that the bacilli have taken the life of a public servant in the employ of an organ of internal transportation.—*Japan Times* translation.

## THE MONEY MARKET IN LONDON.

TOKYO, December 15th.

Interest on money in London has still an upward tendency. In France interest has risen to 3 per cent. The Indian Government put on the market this week, Indian Bonds to the amount of 35 million rupees, and they were bought at 104.2-32d.

TORONTO, December 15th.

A telegram reached Tokyo yesterday morning stating that the refusal of the Bank of England to discount bills was for one day only.

## NEWS FROM THE PHILIPPINES.

(From the American.)

**WITH LAWTON IN THE NORTH.**

Agulnaldo's army is said to be demoralized. Colonel Parker reached Alaga at 2.10 on the afternoon of October 31st and entered the town without encountering any resistance. A reconnaissance made on the same day toward Bongbong, as far as Cabara failed to develop the enemy. Colonel Hayes and his troops' galloped into Talavera on Tuesday and rapidly drove out about 150 insurgents who made but a feeble attempt to hold the place. The rebels retreated in the direction of Santa Domingo. In Talavera the Americans captured two small brass cannons, 720 rounds of ammunition, shells, a box containing a quantity of Mauser rifles and a box containing a quantity of Mauser rifles and a box containing a quantity of Mauser rifles.

**CABINATUAN, October 31st.**

Parker's force entered Alaga at 2.30 p.m. without having encountered the enemy. The roads en route were found to be positively impassable for the supply train. Lieut. Batson single-handed captured an insurgent telegraph operator with his pictures, instruments and a dispatch. The captured operator said there were 6000 rebel troops now en route to Alaga from the insurgent army at Tarlac. Many telegrams had been sent to the rebel headquarters at Tarlac from here to day, as shown by the papers and messages in the operator's hands. Among them was one from the insurgent Colonel Padilla, who wired Agulnaldo that a general advance was to be made on Alaga. Another telegram reported one general advance and many soldiers killed in the first fight with the Americans. Alaga was for the most part deserted when our troops entered the place.

**TALAVERA, October 31st, 10.45 p.m.**

Colonel Hayes with a detachment of the cavalry charged the insurgent garrison and captured the town of Talavera. The garrison was composed of rebels. There was only a small skirmish at the first barricade 14 miles outside of the city. After firing a few shots the rebels turned and fled in every direction while the men under Colonel Hayes dashed on and captured the town together with

arsenal, powder magazine, and the entire reloading outfit.

Included in the rich haul were 5,000 rifle shells, which were waiting to be reloaded, 750 loaded Hotchkiss shells, a quantity of powder and ammunition. The whole outfit was moved here only a few days ago, but so rapid was the American advance that the rebels had had no time to again remove the stores.

**ALAGA, 15th November, 9.55 p.m.**

There is no sign of the enemy in the direction Col. Parker made a reconnaissance toward Layanad Casanora to-day. He had not been heard from when this dispatch left, neither had any sounds of fighting been heard. A perusal of some of the telegrams captured in the telegraph office here goes to show that the rebel President Agulnaldo is personally conducting the campaign from Tarlac. Other despatches prove that many of the insurgent soldiers are sick and still many others deserting. It is also learned that telegraphic communication with the rebel forces directed to the Pacific coast, is destroyed. It is conclusively shown to be impossible for insurgent commanders to recruit troops, and there is every indication that the enemy is badly demoralized. The country around has been impoverished by the insurgents although there is plenty of rice here. Lieut. Batson in making a reconnaissance toward Siciup discovered the road was bad for cavalry.

## GENERAL JOUBERT.

The following appeared in the *Advocate of India* on the report of the supposed death of Gen. Joubert.

The most momentous event since the outbreak of the war is the death of General Joubert, which we feel no hesitation in saying, will do more to bring the Boers to the recognition of the hopelessness of the struggle than a great and decisive action.

It is not too much to say that whatever successes the Boers have had in Natal have been due to his genius and though a farmer he was one of the most remarkable soldiers of the century.

## The Man Who Led the Boers.

It was only fitting that the man who won back independence for the Boers should lead them in their last fight for that which they prize so dearly, but which, if appearances deceive not, they must shortly lose. General Joubert, in many ways a typical Boer—tall, burly, brave, profoundly attached to his country—had none of the obstinacy which usually marks the Boer character. He was one of the most liberal-minded men in the Transvaal, and those who knew him well believed that he had won the Presidency at the last election, England would not now be engaged in war. But, whatever General Joubert thought of the causes that have led to the crisis, he knew nothing save that his country was in peril, and in the hour of danger no man in the Boer Republic was looked to more hopefully by the Boers than the man who led them at Majuba Hill.

## His Views of War.

Joubert was sixty-eight. It is pathetic to think of this brave old warrior leading the little Boer army against the mightiest England. He was probably wiser than Kruger, who earnestly believes that the Boers can beat England again, as they did in 1881. Joubert was under no such delusion. He knew the power of England. "I leave it now to God," he said the other day. "It may be His will that the Transvaal shall perish. I can only do my best." More than his best, of course, he could do, and he had probably misgivings that even his best would not save him this time.

But though General Joubert was reasonable and even progressive in peace, he was fearful in war. I well remember talking of war with Verestchagin, the great war-painter, who has taken part in the wars he has painted. "War," said Verestchagin, "makes beasts of us all. The soldier forgets he is a man when he is cutting his fellow-men to pieces and shooting them down like dogs. He forgets, when he is killing a man, that somewhere there is a little child crying for its father. What has he to do with that? It is like killing game—I never remember feeling sorry that I had killed a man. That was what I was there for. It is so absurd to be human in war. The savages are the only logical fighters I ever knew. They kill their men and eat them." Joubert did not kill British soldiers and eat them, but he did not pretend to find room in war for pity and humanitarianism. How can you murder a man gently? he would probably ask, if attacked on the point. It was this terrible consistency of General Joubert which nearly cost Dr. Jameson and his fellow-raiders their lives.

## Kruger Saved the Raiders.

The story is worth retelling. Everybody remembers how cleverly Joubert trapped the Raiders. But for his promptness that page of history might have been written in a very different way. But the Boer General could do what no other general in the world could do: mobilise the whole of his army within forty-eight hours. It was this which enabled him to meet the Raiders at Krugersdorp and march them off to prison. He would have liked to shoot them down. He had no sympathy with revolt against law and order, and had Joubert been President instead of Kruger there would have been a monument in South Africa to-day in memory of "Dr. Jim" and his lamented friends. Outside the prison walls were ten thousand Boers, excitedly discussing the fate of those within. Joubert would have satisfied the crowd by immediately executing the Raiders, but Kruger's judgment was wiser. His time. All night the two sat up together, and when dawn broke Oom Paul had triumphed. Joubert went to speak to the crowd. "Fellow-burgers," said he, "if you had a beautiful flock of sheep, and a neighbour's dogs got into the pasture and killed them, what would you do? Would you pick up your rifle and straightway proceed to shoot those dogs, thus inaking yourself liable to greater damage than the sheep deep destroyed, or would you lay hold on those dogs and carry them to your neighbour, saying 'Now here are your dogs. I caught them in the act. Pay me for the damage done and they shall be returned to you.' There was a pause, and when the crowd seemed to have grasped the situation, the General drove his argument home: "What shall we do with them?" So Kruger had his way, and sent his famous bill to Mr. Chamberlain for a million's worth of moral and intellectual damage.

## Fighting Kruger.

Joubert had been one of the Boer leaders for thirty years. Born in Cape Colony, he came of an old French Huguenot family, who had long been settled in South Africa, and he grew up, like most other Boers, on a farm, but his abilities were recognised from the beginning of the Republic, and in due course he became State Attorney and Vice-President of the Council. Once, during the time that he was acting President of the Republic in the absence of President Burgers, but he has never attained his ambition to be elected President, though once or twice he almost came within an ace. Though Kruger and he grew up as bosom friends, Joubert was Kruger's opponent in his first race for the Presidency. He lost; Kruger polled twice as many votes as Joubert, and at

the close of the election went up to his friend, shook hands with him, and made him Commander-in-chief. And this relation they maintained ever since. Though there have been many times when the two have differed, and though Joubert had many times fought against Kruger for the Presidency, their friendship had never been broken, and the President and the Commander of the Boer army enjoyed each other's confidence.

## At the Head of the Army.

The General knew his army well. He divided the Transvaal into seventeen sections, with a commander for each division. These, again, were sub-divided, and at Joubert's signal the Boers left their farms to their wives and marched to the field. Every Boer has his rifle always ready, and food supplies for a fortnight in his household, and he was ever ready to respond to his General's call. The faith of the Boers in the General was touching, but it is not surprising remembering that Joubert had led the Boers in three successful attacks on the British. He led, of course, at Majuba, where he lost but five men, against 280 British; he defeated the British troops at Laing's Nek; and he taught the Raiders a sharp lesson at Krugersdorp. At Majuba Hill, where Sir George Grey fell, Joubert asked an English correspondent the name of the British officer who had fallen. The correspondent did not know, and together they walked to the place where the body lay, the helmet covering the face. "You have killed the bravest man of the field," said the journalist, and Joubert replied, "Yes he fought well." He had been writing to England, he said, for three years to try to prevent the war. General Joubert had entertained Sir George Grey at his house, on his first visit to Pretoria, and the British officer wrote home at the time in glowing terms of the kindness of the Boer Commander-in-chief. The flushed face of Mrs. Joubert, he said, could be seen peering through the kitchen door, anxious to know if her guest enjoyed her cooking. Mrs. Joubert, a marvellously active woman of sixty, accompanied her husband in his campaigns, providing for him in his tent, and it is said that it was Mrs. Joubert who urged the General on at Majuba Hill, where he was to begin the attack.

## A Boer Reformer.

His views expressed to an English correspondent a few months ago, are particularly interesting at this time:—

"If you came to me to-day," he said, "with a petition praying for reforms, I assure you that I would quite willingly sign my name, for I also want to better the government of the country. I know it is not what it should be. Referring to the possibility of war, he declared that he was unable to see sufficient reasons for provoking a war between England and the Transvaal. In his opinion, the differences which exist could be settled peacefully, without resort to arms, of which he was unwilling to contemplate the possibility but for which he was prepared in the last resort. With regard to the franchise, he admitted the necessity of being liberal. He would grant the franchise after two, three, or four years' residence, but would insist on the oath of allegiance at the beginning instead of the end of the full period of enfranchisement. He would repeal the renunciation and revocation clauses of the oath, substituting for them a declaration of fidelity, loyalty and obedience.

If every Boer were as liberal-minded as Joubert there would have been no necessity at this time of letting loose the dogs of war in Africa.

## FROM OUR EXCHANGES.

**British Mobilisation.**

It is now virtually decided to send another division of 10,000 men to South Africa as speedily as possible. For this purpose a second and third Army Corps will be mobilised. The second will consist of 40,000 men, of which 10,000 will go to Africa, the rest being concentrated at Aldershot, in readiness for emergency. The third corps will number 25,000 men, who will be held for garrison purposes at home. Thus the entire British army will virtually be mobilised, which will be an unprecedented occurrence.

## German Opinion on the Boer Reverses.

General Symons must assuredly be a very able leader, as he did not lose his head when the Boers unexpectedly opened fire with their artillery at dawn. The Boers evidently committed the fault of not keeping back reserves for the decisive moment.—*National Zeitung*, Berlin.

"The first reverse the Boers have suffered is unlikely to discourage them, though the moral effect must not be underestimated.—*Vossische Zeitung*, Berlin.

"The first stage of the war is finished. The military and political results should prove disastrous for the two South African Republics.—*Kleine Journal*, Berlin.

After the first pitched battle not much need be expected of the Boers in the way of tactics in future.—*Tagesblatt*, Berlin.

"The cause and effect of the English victory at Glencoe are difficult to judge because of the censorship. One thing is certain, the British artillery is now much better trained. Another noticeable thing is the great pluck of the two infantry regiments, which prevented a disaster to the small British force.—*Lehmanzeitung*, Berlin.

## French Comments on the Battle.

"The battle was a distinct success for the British arms.—*Temps*.

"It is not surprising there should be joy in London at the result of the first engagement.—*Figaro*.

"The attack of the King's Royal Rifles and the Dublin Fusiliers was a veritable feat of arms, but the Boers fought valiantly, and, taking intrinsic merit into consideration, the glory of the day rests with them.—*Liberator*.

"The Boers were apparently astounded that things did not turn out as at Laing's Nek and Majuba Hill. However great the courage of the Boers, it is evident that they lack aptitude for carrying on extensive military operations.—*Journal des Debats*.

"England is exploiting the retreat of the Boers at one point without denying that they are advancing at all others.—*La Patrie*.

"It was an engagement which the English term a success. England makes much of it in order to hide the defeat of her troops by the forces of the Orange Free State.—*Le Petit Journal*.

"The check received by the Boers was a partial one, and the other two Boer columns have preserved their liberty of action, and can take Ladysmith without troubling about Glencoe.—*L'Eclair*.

## SHIPPING REPORTS.

Captain A. J. Robinson, of the steamship *Hailong*, from Coast Ports, reports:—Light variable winds, smooth sea and fine clear weather to Amoy. Amoy to Hongkong moderate to strong easterly winds and rough sea, cloudy weather. Vessels in Amoy on the 14th inst.: *Saing Loong*, *Hailong*, and *Bark Omega*.

## NOTANDA.

**CALENDAR.**

DECEMBER.

*Meteorological means based on fifteen years' observations to 1896.*

Barometer.....30.181  
Thermometer.....62.4  
Humidity.....64  
Rainfall.....0.985

**TO-DAY.**

**WEATHER REPORT.**

On date at 10 a.m. On date at 4 p.m.

Barometer.....30.15 30.66  
Temperature.....69 66  
Humidity.....77 83  
Rainfall.....—

**TO-DAY.**

Friday, 15th December, 1899.

Chinese—13th of 11th moon of 25th year of Kwang-si.

Sun—Rises.....6hr. 33min.  
Sets.....5hr. 17min.  
High water—Morning.....5hr. 17min.  
Afternoon.....7hr. 20min.  
Low water—Morning.....5hr. 40min.  
Afternoon.....4hr. 40min.

**ANNIVERSARIES.**

1838—All Catholic Priests (not Portuguese) expelled from Macao.

1881—Large fire in Tokio.

1887—British steamer *Argosy* stranded at Cape Hatteras, North Carolina.

1891—Wreck of steamer *Linnan* and *Tong-shan* near Green Island, outside Swatow.

1897—The suburbs of Haiphong attacked by pirates; 3 Europeans and many natives killed.

1898—The *Irresistible* launched at Chatham.

**TO-MORROW.**

Saturday, 16th December, 1899.

Chinese—14th of 11th moon of 25th year of Kwang-si.

Sun—Rises.....6hr. 34min.  
Sets.....5hr. 17min.  
Moon—Alux. Dec. N. 8hr. 40min.  
High water—Morning.....5hr. 34min.  
Afternoon.....7hr. 55min.  
Low water—Morning.....5hr. 47min.  
Afternoon.....4hr. 15min.

**ANNIVERSARIES.**

1857—Earthquake along the Mediterranean shores; 10,000 lives lost.

1874—Loss by fire of the ship *Horatio* at Shanghai.

1898—Terrible explosion at Powder Magazine at Hanchow, great loss of life and property.

**AGENDA.**

**TO-DAY.**

Cargo ex *Afridi* subject to rent.

Cargo ex *Parramatta* subject to rent.

Cargo ex *MacDuff* subject to rent.

Application list for shares in the New Great Eastern and Caledonian Gold Mining Co. closes.

**TO-MORROW.**

11.30—Cricket Match, H.K.C.C. Longs v. Shorts.

P. & O. steamer *Japan* leaves for Plymouth, London, and Amoy.

4 p.m.—Football—Shield Tie, "A" Co. R.W.F. v. 38th Co. R.A.

4.30 for 5 p.m.—Regular meeting of the Perseverance Lodge of Hongkong.

Pacific Mail steamer *China* leaves for San Francisco.

9 a.m.—Concert at St. Andrew's Hall in aid of the Kowloon Institute and "Star Coffee House."

Cargo ex *China* subject to rent.

**MONDAY, 18th.**

Cargo ex *Ton Maru* subject to rent.

H.V.R.C. ORDERS.

5.30—"E" Co. Launch leaves S. M. Pier, for Electric Lighting at Belcher's.

**TUESDAY, 19th.**

1 p.m.—Victoria Recreation Club Regatta.

4 p.m.—Election by ratepayers of two members for the Sanitary Board.

**WEDNESDAY, 20th.**

Noon.—General meeting of the Hongkong Benevolent Society at the City Hall.

1 p.m.—Victoria Recreation Club Regatta.

C. P. R. steamer *Empress of Japan* leaves for Victoria B.C.

C. N. steamer *Chinglin* leaves for Sydney and Melbourne.

N. P. R. steamer *Saint Irene* leaves for Victoria B.C. and Tacoma.

C. & O. steamer *Strathgyle* leaves for San Diego (about).

6 p.m.—"E" Co. H.V.R.C. Company Drill at Headquarters.

Cargo ex *Glendy* subject to rent.

**THURSDAY, 21st.**

Cargo ex *Gisela* subject to rent.

Cargo ex *Preissen* subject to rent.

9 p.m.—A.D.C. performance of "Mother-in-law" at the City Hall.

**FRIDAY, 22nd.**

Football—Shield Tie, Hongkong Engineers v. "F" Co. R.W.F.

C. N. Co's steamer *Shans* leaves for Samarang and Sourabaya.

## SHIPPING AND MAIL NEWS.

**MAILS DUE.**

American (*Doric*) to-morrow.

Australian (*Chinglu*) to-morrow.

Indian (*Lightning*) 18th inst.



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removes all discharges from the urinary organs,

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foundation of stricture and other serious dis-

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THERAPION No. 2, for impurity of the

blood, scurf, pimples, spots, blotches, pains

and swellings of the joints, secondary sym-

ptoms, disease of the bones, sore throat, and

all diseases for which it has been too much a

fashion to employ mercury, sarsaparilla, &c., to

the destruction of the sufferer's teeth and ruin

of health. This preparation purifies the whole

system through the blood, and thoroughly

eliminates every poisonous matter from the

body.

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waste of vitality, and all the distressing con-

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numbers he requires, and observe that the

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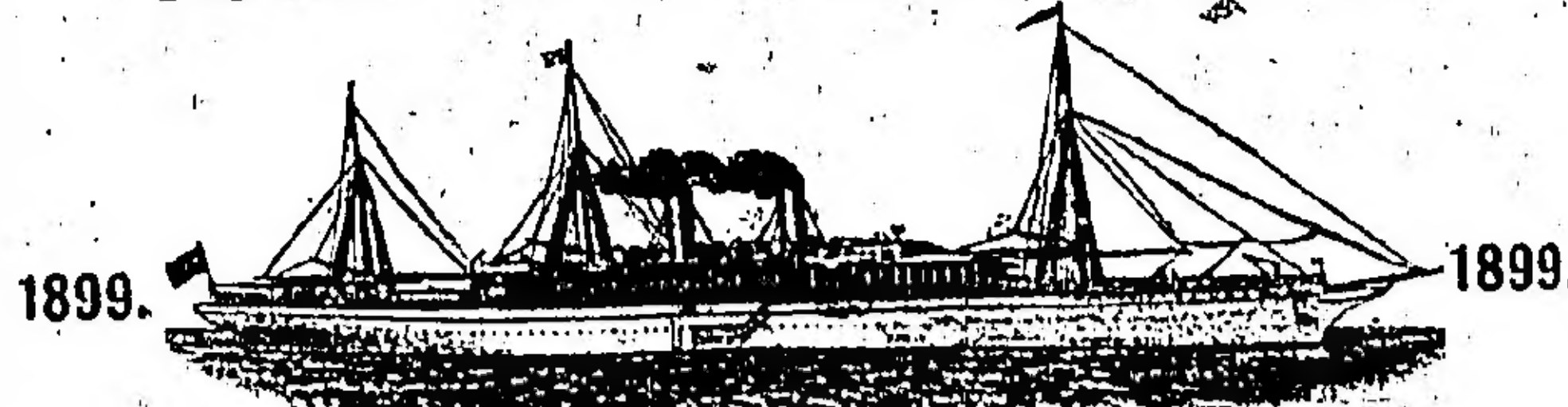
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EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 17th Jan., 1900  
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 14th Feb., 1900.

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Japan Government.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,  
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL  
TRAINS (the Company having received the highest award for same at recent Chicago World's  
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY  
through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated  
by the Company, and their appointment and Cuisine are unequalled.

For further information, Maps, Guide, Book, Rates of Passage, &c., apply to  
J. E. WATSON, General Agent,  
13, Queen's Road, Hongkong.

**NORTHERN PACIFIC STEAMSHIP COMPANY.**

VIA SHANGHAI, INLAND SEA, KOBE,  
AND YOKOHAMA.

PROPOSED SAILINGS FROM  
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Saint Louis... [3,377] W. Attree... Dec. 30.

City of Dublin... [3,328] J. R. Rae... Dec. 30.

Birmingham... [3,567] G. E. Elliott... Jan. 13.

Also

FOR PORTLAND, OREGON.

IN CONNECTION WITH

OREGON RAILROAD AND NAVI-

IGATION COMPANY.

Monmouthshire... [2,874] W. A. Evans... Dec. 23.

Aberdeen... [3,777] J. Murray... Jan. 27.

THE attention of Passengers is directed to

the very cheap rates offered by the Line;

HONGKONG TO LONDON £47.

Excellent accommodation. First-class

Tables. DOCTOR AND STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on

the American Continent. Magnificent Scenery

of the ROCKY and CASCADE MOUNTAINS.

THE YELLOWSTONE NATIONAL PARK route.

Passengers in EUROPE may proceed by one of

the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Govern-

ment Services.

Through Bills of Lading issued to Pacific

Coast Points; and to Canadian and United

States Points.

Consular Invoices of Goods for United States

Points should be in quadruplicate; and one

copy must be sent forward by the steamer to

the Freight Agent, Tacoma, Wash., or Port-

land, Ore. (whichever may be the destination of

the Steamer).

Parcels must be sent to our Office (with

address marked in full) by 5 P.M., on the day

previous to sailing.

For further information apply to

DODWELL & CO., LIMITED.

General Agents.

Hongkong, 14th December, 1899.

CALIFORNIA AND ORIENTAL

STEAMSHIP COMPANY.

IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA

FE RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO

VIA INLAND SEA OF JAPAN AND

HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,

HONOLULU and SAN FRANCISCO, The

UNITED STATES, MEXICO, CENTRAL and

SOUTH AMERICA, &c.

Strathgyle... [5,043] about Dec. 30

Carlisle City... [3,003] about Jan. 10

Belgian King... [5,379] about Jan. 20

Cornwallshire... [2,925] about Jan. 31

THE Steamship

"STRATHGYLE"

will be despatched for SAN DIEGO VIA

KOBE, YOKOHAMA and HONOLULU,

on SATURDAY, the 30th instant.

Through Bills of Lading issued to any point

in the United States.

Cargo will be received on board until 5 P.M.

the day previous to sailing. Parcel packages

will be received at the Office until the same

time. All parcels should be marked to address

in full. Value of same is required.

Consular Invoices, to accompany cargo des-

tined to points beyond San Francisco, should be

sent to the Company's Office, addressed to the

Collector of Customs, San Diego.

For further information as to Freight or

Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, China and Japan.

Hongkong, 11th December, 1899.

(1339)

**OCCIDENTAL AND ORIENTAL**  
**STEAMSHIP COMPANY.**

TAKING CARGO AND PASSENGERS TO  
JAPAN, THE UNITED STATES,  
MEXICO,  
CENTRAL AND SOUTH AMERICA  
AND EUROPE.

THE OVERLAND RAILWAYS,  
AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai,

Nagasaki, Kobe, In-

land Sea, Yokohama

and Honolulu). Saturday, 23rd Dec.,

at Noon.

Coptic (via Shanghai,

Nagasaki, Kobe, In-

land Sea, Yokohama

and Honolulu). Saturday, 20th Jan.,

1900, at Noon.

Gaelic (via Shanghai,

Nagasaki, Kobe, In-

land Sea, Yokohama

and Honolulu). Tuesday, 13th Feb.,

1900, at Noon.

THE Company's Steamship

"DORIC"

will be despatched for SAN FRANCISCO, via

SHANGHAI, NAGASAKI, KOBE, IN-

LAND SEA, YOKOHAMA & HONOLULU,

on SATURDAY, the 23rd December, at Noon.

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at Honolulu,

and passengers are allowed to break their

journey at any point en route.

Through Passage Tickets granted to Eng-

land, France and Germany by all trans-Atlantic

lines of Steamers, and to the principal cities

of the United States or Canada. Rates may be

obtained on application.

Special rates (first class only) are granted

to Missionaries, members of the Naval, Military,

Diplomatic and Civil Services, to European

Officials in the service of China and Japan, and

to Government officials and their families.

Passengers who have paid full fare, re-emb-

arking at San Francisco for China or Japan

(or vice versa) within one year, will be allowed

a discount of 10 per cent. This allowance does

not apply to through fares for China and Japan

to Europe.

All PARCEL PACKAGES should be marked to

address in full; and same will be received at

the Company's Office until FIVE P.M. the day

previous to sailing.

Consular Invoices to accompany Cargo des-

tined to points beyond San Francisco, in the

United States, should be sent to the Company's

Office, addressed to the Collector of Customs,

San Francisco.

For further information as to Freight or

Passage, apply to the Agency of the Company,

Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 30th November, 1899.

(12)

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,

PERSIAN GULF, CONTINENTAL and



A SEQUEL TO THE HUPH  
CATASTROPHE.

WANT TO BECOME AMERICANS.

An interesting story in connection with the history of the wreck of the S.S. *Huph* has come to light. It shows that the "light of America" has been shed even upon the isolated island of Lohang. It was from the seaport town of Look that the shipwrecked crew obtained passage to Manila on the small schooner *San Andras*. Now, it seems that the native crew of the schooner, having come in contact with Anglo-Saxons and seen their manners and customs, are anxious to be recognized as friends of Uncle Sam's Government in the Philippines. They appreciate the fact that there are much greater possibilities under United States rule presented to them than the pretender Aguinaldo can ever promise. In consequence, the crew of the schooner *San Andras* have applied for cedulas so that they may become as Americanized as the cedulas will allow them. This shows how well the plans of the Government have been taken root regarding the pacification of the islands. *Manila Times*.

NEW RUSSIAN TOWN NEAR  
PORT ARTHUR.

The Russian journal *Roseta* publishes a description of the site of the new town of Delny which the Russians intend building in the Far East. The town will take the place of the small native villages which now partly surround the bay of Tallienwan, some 20 miles from Port Arthur. Each of these villages consists of a dirty, narrow street of badly-built stone houses, furnished generally with a straw roof, and in these wretched houses the Russian troops are at present quartered. Among the larger buildings are two Buddhist temples, one of which is used as a military hospital and the other as a place of meeting for the soldiers. Commanding the bay, but now in ruins, are the fortifications constructed by the Prussian colonel, von Hanneke. They consist of four forts, which in the time of the China Japanese war were armed with Krupp guns, but the Japanese after the capture of the forts took the guns away with them. The heavy bombardment damaged the outer walls of the forts and destroyed the stonebuilt barracks. The communication between the forts was by a paved way, which is now falling into ruin past repair. Tallienwan is connected with Port Arthur by telegraph and telegraph, and the post runs twice a week. The bay remains free from ice all the year round and is almost closed in by the mainland and some islands. So far, therefore, it makes a satisfactory harbour, but the question arises whether it will not be necessary here, as to Port Arthur, to deepen the harbour on account of the large draught of some of the vessels. At present at Port Arthur the larger ships have to stand out more than a mile from the town. When Delny is built Port Arthur will continue to be the administrative centre, but in commercial and industrial affairs Delny will make the leading part. The majority of the wretched Chinese houses mentioned above were abandoned by the inhabitants at the time of the Japanese occupation.

## WIRELESS TELEGRAPHY.

WASHINGTON, October 26th.

The authorities are satisfied of the value of wireless telegraphy. As a result of several days' experience, the War Department contemplates adopting the Marconi system, in Cuba and the Philippines.

Should the Government be successful in its proposal to erect stations at Key West and Havana.

One important effect of the erection of these stations will be to relieve the Government from dependence upon the Western Union monopoly controlling the single cable now connecting these points.

Signor Marconi is to come to Washington to confer with Lieut. Colonel Squire of the Signal Corps, who, under General Greely, has charge of the matter.

Signor Marconi says: "Nothing more definite has been done by the Government than to arrange for their trial test. I have already pointed out to Mr. Squire the utility of the wireless system in telegraphing to Cuba and the West Indies, and to returning army officers bound for the Philippines."

Signor Marconi added that they had inspected his apparatus before their departure, and were impressed by its adaptability to use in the islands of the Pacific.

WASHINGTON, November 2nd.

The proposed experiments by the army with the Marconi system of wireless telegraphy have been abandoned for the present. The arrangements had almost been completed when Signor Marconi demanded what the War Department considered exorbitant concessions from the Government for the use of his system.

General Greely said yesterday that there was no reason why the army should put itself under great obligations to Signor Marconi, and that, even though the funds of the Department would allow of the expenditures demanded, there was a doubt as to the advisability of making any enormous concessions, because it was apparent that there will be trouble over the inventor's patents, and the Government does not wish to be involved in such controversies.

UNCLAIMED LETTERS AT THE  
POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:

Bingham, J. E. Leopold, E.  
Baker, A. M. Lochender, Lord  
Bayer, Miss Z. Langlade, Mme.  
Bird, E. G. Metman, H.  
Bird, E. G. Metman, H.  
Bachmann, Mrs. E. Moser, H. E. H.  
Bingham, Mrs. McRay, A. L.  
Bewick, P. M. MacDonald, Mrs. E.  
Bouly, Miss Moane, G. H.  
Bandraha, H. McLeod, Mr. and Mrs.  
Barton, W. T. Moldajao, P.  
Blickendorf, A. Martini, Sig.  
Busch, Mrs. C. M. McCoy, J. P.  
Bonderoff, H. Monarrat, F. G.  
Bowley, C. McClelland, Miss  
Brown Bros., N. P. Moser, Mrs. M. E.  
Brett & Co. Miegoff, O.  
Blow, T. E. Nathan Sons, N. P.  
Buckley, P. Niven, L.  
Butt, W. S. Poincill, C. H.  
Cohen, M. O. Poincill, C. H.  
Calder, Miss Petchak, M.  
Cong, G. Porusse, L. L.  
Chubb, A. Partridge, C.  
Camillo, C. Piemonge, T. F.  
Crawe, Miss P. Pryn, F. J.  
Cooke, D. Haley, E. L.  
Crook, Miss H. C. Pierce, Mrs. P.  
Clarke, Miss M. Powell, H. G.  
Cum, Y. W. S. Pierce, W.  
Cunningham, A. Potter, Rev. H. C.  
Duncan, Mrs. J. A. Pelley, Mrs. H. H. E.  
Dubbers, A. Paulsen, W.  
Dalton, E. U. Philippa, J.  
Dark, Yeona, Mona. Keyes, C.  
Dezo, D. Rogers, Major A.  
Dorich, A. Rouget, J.  
Dorishaw, Mrs. Rouget, J.  
Dean, J. B. Rouget, J.  
Dicks, R. Ricardo, P.

Francis, Mr. Rourks, S. A.  
Finanzi, L. Roberts, Mrs. D.  
Ferrada, A. Smallwood, E. E.  
Fongey, C. F. Saldanha, D. C.  
Forster, R. C. H. Stennon, J.  
Foulds, Dr. and Mrs. Stanley, J. W.  
T. H. Schustermann, V.  
Fierman, M. G. Strongfield, Sir M. K. Y.  
Glasse, Mr. Sydney, W. A.  
Garr, L. Steinhauser, Marie  
Goetz, L. Stone, Miss J.  
Golds, Mrs. G. Seaberg, Capt. T.  
Grubberg, J. Suarpe, Miss  
Hart, Miss M. Sharpe, C.  
Hart, Miss M. Thomson, R.  
Hudson, Lt. A. K. Taber, Miss H.  
Heinszen & Co. C. Voebel, R.  
Hesketh, S. B. Wilckens, H.  
Harrison, W. H. C. Watson, E. R.  
Havir, Maria. White, J. B.  
Hold, J. G. White, W. R.  
Howard, J. G. Williamson, R.  
Hutten, S. F. Wing, Hup  
Himovitch, E. Wing, Hup  
Ilijian, S. Wing, Hup  
Johnson, A. H. Wilson, M. E.  
Jackson, H. Winard, Miss A.  
Jonas, Miss L. Wilson, J. T.  
Kunkel, M. Wildschut, J.  
Karnol, J. J. Warbuk, Dr. K.  
Kyngeon, A. Young & Lawson,  
Lambe, W. P. Messrs.  
Lawson, H. L. W.

List of Registered Covers in Poste Restante.

Antoniotti, Ferriotti. Khan, Melita  
Bonnair, P. Kaufman, W. W.  
Balch, A. W. Kohn, Siegfried  
Brosse, I. B. de la Lewis, A. E.  
Cameron, Wm. Mayer, A.  
Crawford, J. R. Morris, Miss K.  
Cunningham, A. Millet, Miss  
Chief Engineer Hong- Kong Railway Mullins, D.  
Cumpston, W. H. Mugal, Khan  
Droz, E. Nestor, W. N.  
Dahl, L. O'Sullivan, M. M.  
Falkenbeck, S. Pohnsling, Teguina  
Faher, Dr. Rattisen, Dr. A.  
Fakoz, D. Rieus, A.  
Forsyth, G. G. S. Rocoof, G. (2)  
Fontana. Renault, Mons. Paul (2)  
Grimes, J. H. Romero, J.  
Harding, W. A. Reiber, F.  
Hesketh, S. B. (2) Schwaer, C. L.  
Hooper, G. W. (4) Seaman, Ah.  
Hyndham, F. H. Silva, M. du  
Israel, Esik. Spate, Gustav (2)  
Jorge, J. V. Thurburn, J.  
Jackson, Sergt. C. Tabor, Mrs.  
Jones, Dr. Fleuning Weismann, B.  
Kalandar Khan.

List of Registered Covers for Merchant Ships.

S.S. Bombay, Commander.  
S.S. Changsha, C. F. Moutle.  
S.S. Calcha, J. Williams.  
S.S. Carlisle City, Geo. Coll.  
S.S. Diergh, J. Fleming.  
S.S. Forthosa, H. H. Gill (2).  
S.S. Looch, G. Menzies.  
S.S. Mougat, James Roberts.  
S.S. Patricius, D. Birchard.  
S.S. Patricius, W. R. Wignmore.  
S.S. Parangang, Chief Engineer.  
S.S. Strathgyle, Capt. T. G. Cumming (4).  
S.S. Sunghiang, C. A. Howard.  
Ship Simla, Fielding.  
S.S. Tishan, Capt. Anderson.

List of unclaimed Telegrams lying in the Joint Telegraph Companies' Offices at Hongkong.

Andrew.  
Baur Bayern.  
Childs Hotel.  
Colder Bengibb.  
Collier.  
Coywell.  
Djoechollong.  
Goetz Steamship Chutan.  
Haydenite.  
Hoheteeff Mansinwoh.  
Kaderbach.  
Kheengke.  
Kwongkong Cheong-Wenglock Khye.  
Kwongkong.  
Kyoohigami C/o Yassiamu.  
Made Ship Simla.  
Miss Mitchell on board steamer Shanghai.  
Miss Slade Prince Hettarich.  
Mohamed Khan.  
Morgan Bayern.  
Poon.  
Quannolung.  
Rennie.  
Robinson.  
Tackseong.  
Thienmoge, Hongkong Hotel.  
Turner.  
Ward Post Office.  
Washington.  
Wilbur.  
Wissotzky.  
Wongkum C/o Chanlyesang 86 Wellington St.  
Wong Yen Choo Kuan Thai.  
Yanshan.  
Ziervogel Germania.  
F. VON DER PFORDTEN,  
Manager in China.  
Hongkong Station, 8th December, 1899.

## Announcements.

**F. BLACKHEAD & CO.,**  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG,  
SOAP MANUFACTURERS.

SOLE AGENTS FOR  
HARTMANN'S RAUJEN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR  
LAUNCHES,  
&c., &c.

SOLE AGENTS FOR  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.  
EVERY KIND OF  
SHIPS STORES AND REQUISITES  
ALWAYS IN STOCK

AT  
REASONABLE PRICES.  
Hongkong, 14th May, 1896.

**CAROLINE AVERNARIUS**  
USED FOR OVER 20 YEARS.  
With the Utmost Success.

Thoroughly reliable preservative for Wood  
and Stone against White Ants, Decay, Fungus  
Rot and Dampness.

Sole Agents for China,  
**LUTGENS, EINSTAMANN & Co.**  
Hongkong, 11th September, 1896.

**NOTICE.**  
NIGHT SCHOOL FOR EUROPEANS, by an  
EX-SCHOOLMASTER.  
Terms moderate, for Particulars apply  
to the Office.  
Hongkong, 18th August, 1899.

## Entertainments.

## CONCERT.

AT ST. ANDREW'S HALL, CITY HALL,  
TOMORROW.  
(SATURDAY), the 16th December, 1899,  
at 9.20 P.M.

IN AID OF  
"THE KOWLOON INSTITUTE"  
AND  
"THE STAR COFFEE HOUSE."

PROGRAMME.

1.—Song "The Gallant Salamander" Barnard.  
Mr. A. Barrett, H.K.R.  
2.—Song "Ask nothing more" .....  
Mrs. Vallings.  
3.—Song "Madrigal" .....Crompton.  
Mr. A. Fleet.  
4.—Song "The Jewel Song" (Faust). Gounod.  
Madame Scullford.  
5.—Song "The Bedouin Love Song" Pinsuti.  
Mr. C. H. Grace.  
6.—Violin Duet (1) "Sonatina" .....Weber.  
Mr. C. Schroter and Mr. H. A. Siebs.  
Piano Maestro Saluzzi.  
7.—Song "Love could I only tell thee" .....  
Mr. C. H. Ardron.  
8.—Song "The Swallows" .....F. H. Cowen.  
Mrs. Budeley.  
9.—Song "Ochi de Fata" .....L. Denza.  
Mr. R. De Calo.  
10.—Song "Say Yes" Guy d'Haidot.  
Mrs. W. V. Campbell.  
11.—Duet "Hamlet" .....A. Thomas.  
Madame Scullford and R. De Calo.  
12.—Recitation .....  
The Hon. H. E. Pollock.

TICKETS may be obtained from the Compro-  
dore at the CITY HALL, between 10 A.M. and  
4 P.M.

FRONT SEATS (Reserved) Two Dollars.  
BACK SEATS One Dollar.  
Hongkong, 14th December, 1899. [1551a]

**THEATRE ROYAL,**  
CITY HALL.

**THE HONGKONG AMATEUR  
DRAMATIC CLUB**

TWO PERFORMANCES  
LAUGHABLE FARCE  
entitled  
"MOTHER-IN-LAW"  
IN THREE ACTS  
by  
TALFOURD TWIGG, Esq.,

THURSDAY, 21st December, 1899,  
SATURDAY, 23rd December, 1899,  
Commencing Each Evening at 9 p.m. precisely.

Dress Circle, \$3. Stalls, \$2. Pit, \$1.  
Half-price to P.R. for Soldiers, Sailors and  
Police in Uniform.

Tickets can be obtained at the Booking  
Office of the Theatre, City Hall, on and after  
MONDAY, 18th December, at 10 a.m.  
Booking Office will be Open daily from  
that date from 10 a.m. to 4 p.m. daily.

Late Trains will run 1 hour after the fall of  
the curtain.

**H. C. NICOLLE,**  
Acting Manager.  
Hongkong, 4th December, 1899. [1498a]

**THEATRE ROYAL,**  
CITY HALL.

**GRAND ENTERTAINMENT**  
will be given on  
SATURDAY, the 6th January, 1900,  
in the  
THEATRE ROYAL,  
at 9 P.M.

In Aid of the  
**SOUTH AFRICAN FUND,**  
Under the Patronage of  
H.E. Sir HENRY & Lady BLAKE,  
H.E. Major-General & Mrs. GASCOIGNE,  
Commodore & Mrs. POWELL,  
and all the  
Leading Citizens.

Full Particulars Later.

Hongkong, 12th December, 1899.

## Masonic.

**PERSEVERANCE LODGE OF**  
HONGKONG, No. 1,165.

A REGULAR MEETING of the above  
LODGE will be held in the FREEMAS-  
ONS' HALL, Zealand Street, TOMORROW,  
the 16th instant, at 4.30 for 5 p.m. precisely.  
Visiting Brethren are cordially invited to attend.  
Hongkong, 8th December, 1899. [1518a]

## Auction.

**GOVERNMENT NOTIFICATION.**  
No. 678.

THE following Particulars of Sale of Crown  
Land by Public Auction, to be held at the  
Offices of the Public Works Department, on  
MONDAY,  
the 18th day of December, 1899, at 3 P.M.,  
are published for general information.  
By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary's Office.  
Hongkong, 2nd December, 1899. [1541a]

Particulars of the letting by Public Auction  
Sale, to be held on Monday, the 18th day of  
December, 1899, at 3 P.M., at the Offices of  
the Public Works Department, by Order of  
His Excellency the Governor, of One Lot of  
CROWN LAND, in the Colony of Hongkong,  
for a term of 75 Years with the option of renewal  
at a CROWN RENT to be fixed by the Sur-  
veyor of Her Majesty the QUEEN, for one  
further term of 75 years.

**PARTICULARS OF THE LOT.**

No. of Sale	Locality	Boundary Measurements	Contents in Acres	Annual Rent	Upper Price
1	Queen's Road East (near 77, Wong Temple)	16 10 60	60	600	14,140

## Shipping.

## STEAMERS.

**AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.**

**STEAM TO YOKOHAMA AND KOBE.**  
THE Company's Steamship

"GISELA,"  
Captain F. Mosca, will leave for the above  
places TOMORROW, the 16th instant, at Noon.  
For Freight or Passage, apply to  
SANDER, WIEGEL & Co.,  
Agents.  
Hongkong, 15th December, 1899. [1510a]

**CHINA NAVIGATION COMPANY,  
LIMITED.**

**FOR NINGPO.**  
THE Company's Steamship

"SZECHUEN,"  
Captain Hall, will be despatched as above  
TOMORROW, the 16th instant, at Noon.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 14th December, 1899. [1525a]

**CHINA NAVIGATION COMPANY,  
LIMITED.**

**FOR SHANGHAI.**  
THE Company's Steamship

"SINGAN,"  
Captain Jamieson, will be despatched as  
above TOMORROW, the 16th instant.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 14th December, 1899. [1533a]

**OCEAN STEAMSHIP COMPANY.**

**FOR LIVERPOOL (DIRECT).**  
(Not calling at London.)  
THE Company's Steamship

"TANTALUS,"  
Captain Bartlett, will be despatched on  
FRIDAY, the 22nd instant.  
Taking Cargo to LIVERPOOL at LONDON  
Rates.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 11th December, 1899. [1460a]

**OCEAN STEAMSHIP COMPANY.**

**FOR LONDON VIA SUEZ CANAL.**  
THE Company's Steamship

"PATROCLES,"  
Captain Dickens, will be despatched as above  
on TUESDAY, the 26th instant.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 5th December, 1899. [1502a]

**THE OSAKA SHOSHEN KAISHA,  
LIMITED.**

**FOR SWATOW, AMOY AND TAMSUI.**  
THE Company's Steamship

"TAMSUI MARU,"  
Captain K. Sobajima, will be despatched for the  
above ports, on SUNDAY, the 17th instant,  
at Daylight.  
For Freight or Passage, apply to  
MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 11th December, 1899. [1213a]

**SHEWAN TOMES & CO.'S "NEW YORK"  
LINE.**

**FOR NEW YORK, VIA SUEZ CANAL.**  
THE Steamship—

"ASAMA,"  
will be despatched for the above Port, about  
the 27th instant.

To be followed by  
The Steamship  
"QUEEN ELEANOR,"  
about the 15th January, 1900,  
and

The Steamship  
"MORVEN,"  
about the 15th February, 1900.  
For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 8th December, 1899. [1516a]

**EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.**

**FOR SYDNEY AND MELBOURNE.**  
(Calling at PORT DARWIN and QUEEN-  
SLAND PORTS, and taking through Cargo  
to ADELAIDE, NEW ZEALAND, &c.)

THE Steamship  
"AIRLIE,"  
Captain C. Kock, will be despatched as above  
on SATURDAY, the 6th January, at Noon.  
This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber which ensures the supply of Fresh Provi-  
sions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the  
Electric-light.

A Stewardess and a duly-qualified Surgeon  
are carried.  
N.B.—Return Tickets issued by this Com-  
pany to and from AUSTRALIA, are available for  
return by the Steamers of the CHINA NAVI-  
GATION COMPANY and vice versa.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 9th December, 1899. [1528a]

**OCEAN STEAMSHIP COMPANY.**

**FOR LONDON VIA SUEZ CANAL.**  
THE Company's Steamship

"DIOMED,"  
Captain Goodwin, will be despatched on  
TUESDAY, the 9th January.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 11th December, 1899. [1538a]

**OCEAN STEAMSHIP COMPANY.**

**FOR LONDON VIA SUEZ CANAL.**  
THE Company's Steamship

"ANTENOR,"  
Captain Jackson, will be despatched on  
TUESDAY, the 23rd January.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 11th December, 1899. [1539a]

**FOR NEW YORK VIA SUEZ CANAL.**  
THE Steamship

"AFRIDI,"  
will be despatched for the above Port about  
the middle of January, 1900.  
For Freight, apply to  
DODWELL & CO., LIMITED,  
Agents.  
Hongkong, 5th December, 1899. [1503a]

## Shipping.

## STEAMERS.

**CHINA NAVIGATION COMPANY,  
LIMITED.**

**FOR KOBE.**  
THE Company's Steamship

"TAIYUAN,"  
Captain Nelson, will be despatched as above  
on WEDNESDAY, the 20th instant.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 13th December, 1899. [1547a]

**CHINA NAVIGATION COMPANY,  
LIMITED.**

**FOR MANILA.**  
THE Company's Steamship

"CHINGTU,"  
Captain Williams, will be despatched as above  
on WEDNESDAY, the 20th December.  
The attention of Passengers is directed to  
the Superior Accommodation offered by this  
Steamer. The First-class Saloon is situated  
forward of the Engines.  
A duly qualified Surgeon is carried, and the  
Vessel is fitted throughout with Electric Light.  
For Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 23rd November, 1899. [1456a]

**CHINA NAVIGATION COMPANY,  
LIMITED.**

**FOR PORT DARWIN, QUEENSLAND  
PORTS, SYDNEY AND MELBOURNE.**  
THE Company's Steamship

"CHINGTU,"  
Captain Williams, will be despatched on  
WEDNESDAY, the 20th December, at Noon.  
The attention of Passengers is directed to  
the Superior Accommodation offered by this  
Steamer. The First-class Saloon is situated  
forward of the Engines. A Refrigerating  
Chamber ensures the Supply of Fresh  
Provisions during the entire voyage.  
A duly qualified Surgeon is carried, and the  
Vessel is fitted throughout with Electric Light.  
N.B.—Return Tickets issued by this Com-  
pany to and from AUSTRALIA are available for  
return by the Steamers of the EASTERN AND  
AUSTRALIAN S.S. Co. and vice versa.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 23rd November, 1899. [1457a]

**CHINA NAVIGATION COMPANY,  
LIMITED.**

**FOR AMARANG AND SOURABAYA.**  
THE Company's Steamship

"SHANSHI,"  
Captain Carnahan, will be despatched as  
above on FRIDAY, the 22nd instant.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 9th December, 1899. [1526a]

## Consignees.

**NOTICE TO CONSIGNEES.**

**THE P. & O. S. N. Co.'s Steamship**

**"PARRAMATTA,"**  
FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark  
and delivery can be obtained as soon as the  
Goods are landed.

This vessel brings on Cargo—  
From London, &c., ex S.S. *Australia* and  
*Caledonia*.  
From Australia, ex S.S. *Oceanic*.  
From Persian Gulf, ex S.S. *Ningchow*, *Simla*  
and *Heostine*.  
Optional Goods will be landed here unless  
instructions are given to the contrary before  
1 P.M., TO-DAY.

Goods not cleared by the 15th instant, at 4  
P.M. will be subject to rent.  
No Fire Insurance will be effected by me in  
any case whatever.

All damaged Packages must be left in the  
Godowns and a certificate of the damage ob-  
tained from the Godown Company within ten  
days after the Vessel's arrival here, after which  
no Claims will be recognised.

**H. A. RITCHIE,**  
Superintendent.  
Hongkong, 9th December, 1899. [5]

**PACIFIC MAIL STEAMSHIP COMPANY.**

**NOTICE.**

**CONSIGNEES OF CARGO per Steamship**

"CHINA,"

are hereby notified that their Goods are at  
their risk being discharged into Lighters and/or  
landed into their Godowns at Wanchai and  
delivery may be had either from Lighters or  
from Godowns upon countersignature of Bills  
of Lading.

Goods remaining unclaimed after the 16th  
instant will be subject to rent.  
No Fire Insurance has been effected.  
J. S. VAN BUREN,  
Agent.  
Hongkong, 9th December, 1899. [1511a]

**"MOGUL" LINE OF STEAMERS.**

**NOTICE TO CONSIGNEES.**

S.S. "MACDUFF,"  
FROM GLASGOW, LIVERPOOL AND  
STRAITS.

CONSIGNEES of Cargo are hereby informed  
that all Goods are being landed at their  
risk into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, at  
Kowloon, whence and/or from the wharves  
delivery may be obtained.

Optional Cargo will be forwarded unless  
notice to the contrary be given before Noon,  
TO-DAY.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 15th instant, will be



**VISITORS AND RESIDENTS AT THE  
PRAK HOTEL.**

Tebrau Planting Co.	\$ 5	\$5 per share
Ld. ....		
Tebrau Planting Co.	\$ 4	54
Ld. ....		

BENJAMIN, KELLY & POTTS  
Share Brokers.  
Telegraph Address—"Rialto"  
Telephone No. 145

ON THE CHINA STATION.

Hongkong, December 15th, 1895.

*Aurora*, despatch-vessel, 1,725 tons, 70  
g.f. guns, 3,000 i.h.p., Commander A.  
Smith-Dorrien, en route Singapore.

*Algerine*, sloop, 1,010 tons, 6 guns, 1,100 h.p.,  
Comdr. E. J. W. Slade, Hongkong.

*Aurora*, British cruiser, 5,600 tons, Capt. E.  
Bayly, en route Manila.

(SEA GOING.)

*Barge*, 1st class, Russian torpedo boat, 81  
3 guns, 2 torp. tubes 1,100 h.p., speed  
knots.

*Revel*, 1st class, Russian torpedo boat, 96  
3 guns, 2 torp. tubes 780 h.p., speed 22  
knots.

*Syabakora*, 1st class, Russian torpedo boat,  
tons, 3 guns, 2 torp. tubes 780 h.p.,  
16 1/2 knots.

*Mitsubishi*, 1,391 tons, 10 guns, 1,600  
Yokosuka.  
*Katsuragi*, 1,480 tons, 10 guns, 1,600  
Sasebo.  
*Yamato*, 1,480 tons, 10 guns, 1,600  
Chemulpo.  
*Tsuriu*, 1,550 tons, 10 guns, 1165 h.p., at  
*Katmon*, 1,360 tons, 10 guns, 1,125  
Sasebo.  
*Amagi*, 1,630 tons, 13 guns, 720 h.p., Yokosuka.

For Shanghai—Per. Kwangto to  
the 15th inst.; at 2 P.M.  
For Senio, Amoy, and Jangoi—  
at Maru tomorrow, the 16th inst., at  
—  
Printed and Published by ETHEL  
FORBES, SKERTCHLY, at No. 10,  
Road Central, in the City of Victoria,  
Hong

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